U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of Airport Safety and
Standards

800 Independence Avenue, SW
Washington, DC 20591

JAN 2 1 2015

Dear Industry Representative:

We will be cancelling numerous Engineering Briefs (EBs) on or about February 15, 2015, resulting from a three year review of all EBs, a more detailed review relative to completing Advisory Circular (AC) 150/5370-10G, and a final review through our Regional Engineers. This is a revised list from the list previous posted on November 21, 2014.

With materials and processes in the pavement construction industry having significantly changed in the past 30 years and coupled with computer technology and advances in information technology transfer, many EBs are out-of-date or simply obsolete. Therefore, to eliminate or reduce confusion from misleading information easily obtained from internet search engines from these EBs, all EBs were reviewed for verification of reliable information and cross-referenced with applicable ACs.

The following Engineering Briefs will be CANCELLED; pertinent information from each EB has been incorporated in and superseded by AC 150/5370-10G, or previously incorporated in and superseded by AC 150/5370-10 or other Advisory Circulars and FAA documents, and/or superseded by software:

EB81	Use of Guidance for Runway Centerline to Parallel Taxiway/Taxilane Centerline Separation for Boeing 747-8 (revised 3/17/2010 to correct wingspan of B747-8 in section B)
EB80	Use of Interim Taxiway Edge Safety Margin Clearance for Airplane Design Group VI
EB77	Interim Fabrication and Installation Procedures for Adjustable Light Bases and Extensions
EB59A	Item P-401 Plant Mix Bituminous Pavements (Superpave)
EB55	Controlled Low Strength Material (Clsm)
EB54A	Field Modifications to Airport Lighting Equipment
EB54	Acceptance of Airport Lighting Equipment
EB52	Approved AWOS Equipment
EB51	Polymer Modified Asphalt
EB47	Design of Airport Pavements Using Layered Elastic Analysis
EB46A	Coal Tar Pitch Seal Coats Change 1
EB46A	Coal Tar Pitch Seal Coats
EB46	Item P-625 Coal-Tar Pitch Emulsion Seal Coat
EB44	Coal-Tar Sealer/Rejuvenator
EB44B	Revised Coal-Tar Sealer/Rejuvenator Specification
EB43	Computerized Pavement Design
EB40	Galvanized Steel Fencing

EB38	Concrete-Lined Corrugated Steel Pipe
EB37	Computerized Pavement Design
EB36	Silicone Joint Sealants
EB35A	Thermoplastic Coal-Tar Emulsion Slurry Seal
EB33A	Use of Fly Ash as a Partial Replacement for Cement
EB30	Acceptance Plan for Density, Item P-401
EB22CHG	Change to Engineering Brief No. 22 (Included with No.22)
EB22	Asphalt-Rubber and Rubberized Coal Tar Pitch Emulsion
EB20	Changes to Item F-162, Chain Link Fences
EB17	Statistical Quality Control Specifications
EB11	FAA's Role in the Selection of Sponsor Consultants for Engineering Services

The following Engineering Briefs will be CANCELLED; these are considered obsolete and/or not recommended by FAA, and are 30 to 40 years old. Any pertinent information in these EBs which remain valid and acceptable, have been previously incorporated in Advisory Circulars or would be required in a Modification of Standards:

EB33	Steel Fiber Reinforced Concrete Pavements
EB32	Surface Recycling and Thin Overlay of Bituminous Pavement
EB31	Test of Turbojet Powered Airport Ice Removal Equipment
EB29	Hot Mix Recycling of Asphalt Pavements
EB28	Performance of Recycled Asphalt Pavements at New England Airports
EB27	Joint Design for Light Duty Rigid Pavements
EB26	Drainage Design Considerations
EB25	Shrinkage Compensating Cement for Airport Pavements
EB24	Prestressed Concrete Overlay at Chicago O'hare International Airport
EB23	Open-Graded Asphalt Emulsion Mixes
EB21	Use of Sulfur in Bituminous Pavements
EB20A	Guidelines for Combating Inflationary Costs
EB19	Use of Light Load Nondestructive Testing (Ndt) Equipment on Heavy Load Pavements
EB18	Use of a Non-Woven Fabric to Reduce Reflective Cracking at New Hanover County Airport, North Carolina
EB16	Cost Plus Fixed Payment Contracts for Engineering Services Under Adap
EB15	Variances in Transverse Slopes at Orlando Jetport, Florida
EB14	Reconstruction of Airfield Pavements from Recycled Materials
EB13	FAA Field Inspection of Airports Developed by the Ohio Department of Aviation
EB12	Fibrous Concrete Aprons at Reno & Las Vegas, Nevada
EB10	Asbestos-Cement Storm Drain Pipe
EB09	Load Transfer Assembly
EB08	Porous Friction Course Pavement at Ingalls Field, Hot Springs, Virginia and Greensboro-High Point-Winston Salem Regional Airport, North Carolina
EB07	Construction of a Rubber Asphalt Friction Course at Peterson Field, Colorado Springs, Colorado
EB06	Use of Heater Planer to Correct Pavement Unevenness at San Juan International Airport, Puerto Rico

EB05	Steel Fibrous Reinforced Concrete
EB04	Preparing Existing Bituminous Concrete Pavements for Overlays by Use of Heater Scarifying (Remixing) Technique
EB03	Lcpf Runway Extension at Portland International Airport, Oregon
EB02	Wire Combed Runway Surface at Atlanta Airport (Plastic Grooving)
EB01	Plastic Grooving of Concrete Runway at Lawton, Oklahoma

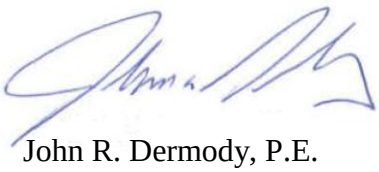
The following Engineering Briefs will be CANCELLED; these are considered outdated, obsolete, and/or not recommended by FAA. Any pertinent information in these EBs which remain valid and acceptable may be included in future documents or would be required in a Modification of Standards. A Modification of Standards would be required to consider the use of any of these or similar type products:

EB60	Semi-Flexible Wearing Course for Apron Pavement
EB62	Polymer Composite Micro-Overlay for Fuel-Resistant Wearing Surfaces
EB49	Geogrid Reinforced Base Course
EB48	Interlocking Concrete Pavers
EB45	Polyethylene Modified Asphalt Cement
EB41	Salviacim Paving Process
EB39	Styrene-Butadiene Rubber Latex Modified Asphalt

All EBs canceled will be archived to internal archives (non-searchable and not available through internet search engines).

Comments may be submitted by February 15, 2015, to Gregory Cline at Gregory.Cline@faa.gov

Sincerely,



John R. Dermody, P.E.
Manager, Airport Engineering Division